

APPENDIX A
PUBLIC MEETING SUMMARIES

Summary of Hopewell Hamlet Pedestrian Plan Public Meeting January 23, 2001

The first Hopewell Hamlet Pedestrian Plan Public Meeting was held at East Fishkill Town Hall on January 23, 2001 from 6:00 PM through 8:00 PM. This meeting presented an overview of the Pedestrian Plan study, study area conditions, and possible solutions. A guided discussion encouraged meeting attendees to comment on the information presented and express their specific issues/concerns, and recommendations.

Poughkeepsie-Dutchess County Transportation Council (PDCTC) representatives present included Ms. Kealy Salomon and Mr. Eoin Wrafter. Mr. Roger Akeley and Mr. John Clarke represented Dutchess County Planning and Development. Mr. Peter Idema, Town Supervisor, and several Town of East Fishkill board members were present. Mr. Jerry Gluck, Mr. Christopher Hrones, and Ms. Deborah Buckley of Urbitran Associates and Mr. Robert Phelan, Dewkett Engineering, represented the consultant team. Also present was Mr. Thomas Weiner representing New York State Department of Transportation (NYSDOT).

Excluding attendees listed above, 17 people signed in at the welcome table and attended the meeting.

Two maps of the study area were placed in the meeting room allowing attendees to view the existing conditions before and after the meeting.

Mr. Idema opened the meeting by greeting attendees and introducing representatives from the Poughkeepsie-Dutchess County Transportation Council (PDCTC) including Ms. Kealy Salomon. Ms. Salomon explained what the PDCTC was and the activities it performs. She then presented Mr. Jerry Gluck of Urbitran Associates.

Mr. Gluck explained the purpose of the evening meeting and a schedule of future meetings. He pointed out that this meeting would present identified issues and a range of options that will be examined to make the Hopewell Hamlet community more pedestrian friendly. The next meeting, in the spring, would present more information on pedestrian alternative improvements as well as a draft plan. The Final Plan would be presented at the third/last public meeting.

Mr. Hrones began the presentation session of the meeting with an overview of the study area and process. In discussing the study area, Mr. Hrones explained the current and future land use. The area will retain the predominant residential characteristic. He also reviewed the study area's current bicycle and pedestrian facilities, roadway shoulders, bus routes and stops, traffic conditions, pedestrian accidents, and programmed/proposed road projects. He then presented issues and concerns. There were four key issue topics: safety, access, pedestrian crossing, and aesthetics.

Safety

- Generally, there are sidewalks on only one side of the street in the Hamlet Center. Sidewalks on both sides of the street can be found on Rt. 82 west of the southern entrance of Rt. 376.
- Major roadways, including those identified on the regional bicycle network, have varying shoulder lane widths. Children and others do not bicycle to town because of the narrow shoulders on the state roads.
- There are a high number of access drives along Rt. 82 west of Rt. 372 creating safety and congestion issues for cars as well as a more difficult environment for pedestrians and bicyclists.

Access

- There is no sidewalk connecting the municipal complex to the Hamlet Center. The sidewalk on Rt. 376 just north of Rt. 82 ends mid-block. Seniors walk to the Hamlet down Route 376 from the north.
- There is a need for pedestrian and bicycle access from existing residential areas and future developments to recreational areas, particularly the Hopewell Recreation Area. The town is attempting to include pedestrian connections in several potential new developments within the study area, including Deer Run, Twin Creeks, and Crooked Oak.
- A series of trails in the Hopewell Recreation Area is planned which should be integrated with Hamlet pedestrian facilities. In addition, there may be a possibility for a connection between Red Wing Park, a major recreational area, and the planned Mid-County Rail Trail.

Pedestrian Crossing

- Crossing Rt. 82 in the Hamlet Center is difficult because of the width of the road, lack of crosswalks and signals, and the traffic volumes.
- Pedestrians currently make mid-block crossings, for example, from St. Columba's Church to commercial establishments on the south side of Rt. 82.
- It was pointed out that the desire for mid-block crosswalks must be balanced with the concern for the effects of such crosswalks on congestion, a current issue.

Aesthetics

- There is no street furniture (e.g., benches, trash receptacles) and landscaping is minimal in the commercial center of the Hamlet. Ornamental lighting could enhance the pedestrian environment and unify the area with a common theme. Placing utilities underground and landscaping in front of the commercial establishments would improve aesthetics.
- There may be potential to improve aesthetics within the shopping plazas through landscaping efforts. This may be a public/private endeavor.
- There is a desire for a traditional walkable downtown with a village atmosphere.

After the presentation of the major issues, the meeting participants were invited to comment on what was presented as well as make suggestions or point out other issues and concerns not mentioned in the presentation. Ms. Buckley facilitated the discussion and comments are as follows:

Safety

- There are still conflicting vehicular movements to pedestrians crossing at the two intersections of Rt. 82 and Rt. 376, even when “WALK” is indicated by the traffic signal. Although the “WALK” signal permits crossing, turning vehicles make it difficult.
- Walking and crossing conditions are more difficult in the winter months. Pedestrians have difficulty crossing Rt. 82 due to snow piles pushed onto sidewalks from the plows. The sidewalks are not cleared. The fact that the driveways north and south of Rt.82 are offset (i.e., not aligned) exacerbates the situation.
- There is no room for pedestrian traffic on the Rt. 82 bridge over the Beacon Line.
- On one side of Rt. 82 there are no sidewalks.
- An option would be to improve sidewalks along the storefronts instead of providing sidewalks next to the travel lanes. This option would help provide a greater buffer between pedestrian and vehicular traffic.
- A buffer could be made using grass and trees creating a boulevard look. It was suggested the walkways be at least six feet away from the traffic and be placed behind the parking area. There is a need for a buffer to separate the travel lanes and the sidewalk. Hyde Park was given as an example.

- Cars travel too fast in the Hamlet. When they slow down to turn into the Hamlet stores' parking areas, vehicles following attempt to pass them. There is a need for a lower speed limit.
- There is a need for more sidewalks and for these sidewalks to be on both sides of Rt. 82. Possible locations for sidewalks were noted, including:
 - Rt. 82 from Arrowhead Road to past the Community Center,
 - Rt. 376 from Rt. 82 south to Creekside Road or Entry Road, and
 - Rt. 82 from Bridge Street (Rt. 376) to Rt. 28 (Old Hopewell Road).
- It was suggested that uniformity in design was needed for Hamlet property from Rt. 82 to Red Wing Park.
- Walking between the Bank of New York and the Post Office is difficult because of the lack of snow removal. There is also a hump between the properties and pedestrians must step over it. There is a need for a sidewalk and for provisions regarding maintenance, such as snow removal.
- It was commented that some cities require business owners to maintain sidewalks (e.g., clear snow). A board member responded that when the sidewalks were put in several years ago, the Town agreed to maintain them. One reason may have been that the sidewalks are so far from the doors of the merchants that getting them to maintain sidewalks may be unrealistic.
- A sidewalk is needed on Church Street near Frankie's.
- A crosswalk is needed between the Recreation Center and Grand Union.
- \$ The question was asked "Don't pedestrians have the right of way?" Ms. Buckley commented it depended on where the pedestrian is crossing. At a marked crosswalk, the pedestrian has the right of way. Mr. Weiner stated that in New York, pedestrians always have the right of way in a marked or unmarked crosswalk and drivers should yield to pedestrians. There was discussion about the need for signing to educate drivers that they are required to yield to pedestrians.

Access

- Meeting attendees were unanimous in agreeing that the number of access drives along Rt. 82 in the Hamlet should be reduced. Limiting access drives would help facilitate vehicular and pedestrian traffic and reduce conflicts.
- There was discussion about a reverse frontage road by Candy Lane behind Eckerd's Drug Store. One attendee commented that Candy and Trink Lane are now used as a bypass and a reverse frontage road would increase the traffic on these roads near his home.

- Parking lots between adjacent businesses are not always connected. Connections between parking lots would also help pedestrian movements.

Pedestrian Crossings

- There is a difficult crossing between CVS, Cumberland Farms, and the photo shop near Rt. 376 since these driveways are not aligned.
- Mr. McGrath, of East Fishkill Recreation, indicated there are plans to open the recreational trails in the park. People could park at the Community Center and then use the trails.
- One attendee suggested a need for a crosswalk at Trinka Lane and Rt. 82. However, there was also a concern about having too many crosswalks. The possibility of grade separating selected pedestrian crossings was noted.
- Mr. Idema reported that there are plans to construct a trail for bicyclists and pedestrians in the abandoned Maybrook rail corridor. Construction would begin sometime in May. It was suggested that bike trails south of the Hamlet and along the Beacon Line were needed. Since the Beacon Line is an active line, a fence separating a trail from the rail movements would be needed.

Aesthetics

Generally, all meeting participants expressed interest in having an attractive as well as safe Hamlet.

- There was a concern that establishing sidewalks may impact mailbox placements and could affect delivery. To address this concern, mailbox placement and delivery would need to be further explored with the Post Office.
- It was commented that trash receptacles were needed near Eckerd's, Subway, and Carvel. There is a litter problem. Although there is a trash can near Eckard's, it is always full and overflows onto the walkway.

Ms. Buckley suggested that any further questions or comments could be written on the agendas distributed and given to the consultant team members at the end of the meeting.

Mr. Hrones continued the presentation highlighting several potential improvement options. Options included:

- Landscaped medians
 - Serve as a crossing refuge and limit left turn location
 - Rt. 82 was identified as a potential location
- Bulbouts

- Reduce crossing distance and calm traffic speeds
- Pedestrian warning signs
 - Variety of sign types to alert drivers and pedestrians to crossing areas
 - New York State has standard designs for signs which any recommendations in the study would take into account
 - Caution that overuse of signage may lead to ineffectiveness
- Bicycle lanes
 - Clearly delineate on-street dedicated bike lanes using markings and paint
 - Possible traffic calming measure
- Paved shoulders
 - Multi-user potential (bikes, pedestrians, broken-down vehicles)
 - Safety remedy where sidewalk placement is not possible
 - It was pointed out that due to appearance of a wider road, vehicles may travel faster
- Median islands
 - Similar to curb extensions, median islands reduce the crossing distance for pedestrians
 - May be used in mid-block crossing areas where there are three or more travel lanes
- Mid-block crosswalks
 - Used where the distance between two intersections is great
 - Work best when implemented along with other measures such as signage, pavers, etc.
- Curbed sidewalks
 - Sidewalk treatment can be tailored to reflect the character of the Hamlet using a variety of materials for aesthetics
 - Width and condition are key considerations
- Street furniture
 - Established standards can help create a theme or community identity and includes objects such as benches, street lamps, trash containers, flower boxes, etc.
- Access management
 - Possible application in the commercial center of the Hamlet
 - Reduce the number of entrances and exits to reduce pedestrian and vehicular conflicts
- Street trees and landscaping
 - Placement can be made on and off street to make the Hamlet more inviting
- Signal timing
 - An evaluation of the current signal timing can be conducted to determine optimum times to facilitate both traffic flow and pedestrian crossings at intersections and mid-block
- Under/overpass
 - The differences in elevation at the Grand Union location may present an opportunity for an underpass
 - Overpass treatments may not be aesthetically pleasing
 - Issues to consider include cost, accessibility for ADA populations, security concerns, and maintenance
- Gateway treatment into the hamlet

- A gateway treatment designates the entrance and exit to/from the Hamlet Center
- It can be integrated into a landscaped median
- Serves as a transition marker between higher speed and lower speed roadways

Ms. Buckley pointed out that the presentation listed more than a dozen possible design options and asked for comments from meeting attendees. Design options that generated discussion included the landscaped median, paved shoulders, median island, street furniture, access management, street trees and landscaping, an over/underpass, and the gateway treatment.

Landscaped Median

- There was a concern that a median would limit access to shops along Rt. 82. It was responded that a median would be coordinated with other approaches and would not limit access to the places where people want to go.

Paved Shoulders

- It was suggested that outlying areas (away from the Hamlet Center) would benefit from having paved shoulders.

Median Island

- One attendee commented that the median island, as depicted, was unattractive.

Crosswalks

- An attendee commented that crosswalks are unattractive with the striping and signage. After viewing the mid-block crosswalk slide the same attendee stated that type of crosswalk was appealing.

Street Furniture

- There was discussion about streetlights and how they could be decorated for the holidays.
- It was suggested that utility lines be located underground. However, it was pointed out that this would involve major disruption to Rt. 82. A discussion followed suggesting that underground placement could be integrated into major projects that may occur.

Access Management

- Mr. Idema noted that the situation has changed regarding business owners' perception of access management. In 1996 store owners were not interested in consolidating driveways or other access

management techniques. More recently, however, he was approached by store owners who were looking for access changes to be made to facilitate traffic.

Street Trees and Landscaping

- It was suggested that native trees could be used to line Rt. 82 giving the appearance of a boulevard. The trees could be spaced and as they grow create an arbor effect. The participant noted that simplicity was the best approach.
- Grass alongside the roadway was also suggested.
- Where a separation between the roadway and property was needed, an “old fashioned” stone wall was suggested.

Over/Underpass

- An attendee noted that there might be an excessive cost associated with a pedestrian overpass/underpass. Mr. Idema responded that an underpass could be incorporated into other major projects, such as sewer or drainage.

Gateway Treatment

- It was suggested that a “gateway treatment” would be nice as a starting point to the section of the Hamlet that could have more pedestrian amenities added at a later date.

Several general questions relating to the plan and funding were raised towards the end of the meeting. A question was asked concerning the availability of funding to make the recommended improvements. Ms. Salomon responded that the Federal Transportation Enhancement fund might be a possible source of funding.

There appeared to be a consensus that the plan should incorporate designs that create both a safe and aesthetically pleasing Hamlet. It was noted that all the options presented should be considered for inclusion in the pedestrian plan. However, there was a concern that the support of local merchants would be needed since some of the improvements could be on private property. It was also commented that there may be right-of-way concerns that needed to be considered.

One attendee commented that the initial construction costs for pedestrian improvements were not the only costs to consider when discussing funding. There are maintenance costs that also have to be addressed for each of the improvements.

Mr. McGrath suggested that the Town and not private property owners could more efficiently maintain the buffer between the travel lanes and the sidewalk. Mr. Idema suggested that there might be incentives or grants that can be offered to property owners to maintain the improvements. Another possibility would be for the Town to take responsibility for maintenance assessing a Business Improvement Tax to pay for the maintenance.

Mr. Wrafter concluded the meeting thanking the attendees for their participation and outlining the next steps. He said the next meeting is anticipated to be held in the spring. At the next meeting, the community will have another opportunity to review alternative improvements that would be woven into an overall pedestrian plan. He also stated that members of the consulting team and representatives of PDCTC would remain after the meeting to answer any specific questions.

Overall, the meeting attendees expressed support and a desire for a pedestrian friendly community. The meeting ended at 8:10 p.m.

At the end of the meeting, two attendees provided the following additional written comments:

Comment Sheet #1 – No name or address provided.

“I second the idea of a sidewalk between Trink Lane and Arrowhead Road.”

“Sidewalk from Frankie's to the Community Center.”

“More walk space over the T.R. Bridge.”

Comment Sheet #2 – Lucy Duquette

884 Rt. 82 (next to Community Center) tel. 227-6618

“Rt. 82 is about 2 feet lower than my lawn. A retaining stone wall would be needed next to the sidewalk for aesthetics and soil conservation.”

“Sidewalk needs to be next to (close to) 82 or I will lose much of my small front lawn.”

“May need to move utility poles.”

Snowplows throw snow about 6-8 ft. from 82 onto my front lawn. For me to shovel 80-100 ft. of sidewalk with all the snow from 82 on top of existing snow would be a lot to do.”

Summary of Hopewell Hamlet Pedestrian Plan Public Meeting June 28, 2001

The second Hopewell Hamlet Pedestrian Plan Public Meeting was held at East Fishkill Town Hall on June 28, 2001 from 7:00 PM through 9:00 PM. This meeting presented pedestrian alternatives specific to locations within Hopewell Hamlet. A discussion was conducted to solicit comments and preferences from attendees after each of the four focus area alternative packages were presented.

Poughkeepsie-Dutchess County Transportation Council (PDCTC) representatives present included Ms. Kealy Salomon and Mr. Eoin Wrafter. Mr. John Clarke represented Dutchess County Planning and Development. Mr. Peter Idema, Town Supervisor, and Mr. Don Way represented the Town of East Fishkill. Also present were Mr. Bill Crossin representing the Wappingers Central School District and State Assemblyman Mr. Pat Manning. Mr. Jerry Gluck, Mr. Christopher Hrones, and Ms. Deborah Buckley of Urbitran Associates and Mr. Robert Phelan, Dewkett Engineering, represented the consultant team. Ms. Carolyn Quoma attended for the Southern Dutchess News.

Excluding attendees listed above, 25 attended the meeting and signed in at the welcome table.

Mr. Idema opened the meeting by greeting attendees and introducing representatives from the Poughkeepsie-Dutchess County Transportation Council (PDCTC) including Ms. Kealy Salomon. Ms. Salomon gave a brief explanation of the study and presented Mr. Jerry Gluck of Urbitran Associates.

Mr. Gluck explained the purpose of the evening's presentation and presented a brief overview of the study process. He then introduced Mr. Chris Hrones who conducted the formal PowerPoint presentation.

Mr. Hrones began the presentation session by explaining the presentation format and requesting that attendees comment during the discussion session and fill out the comment cards that had been distributed.

The presentation was broken into four focus areas:

- Group A - Route 82 Between Trink Lane and Route 376 (the business district of the Hamlet)
- Group B - Route 82/376 Intersections (including the area near the former Grand Union and Frankie's Deli)
- Group C - Multiuse Paths (including unpaved and paved pathways)
- Group D - Sidewalks and Shoulders Outside the Hamlet Area

Each group consisted of several alternative packages for short, medium, and/or long term implementation. The presentation introduced discussion sessions after each focus area. Two sections

follow; one that presents comments made during the discussion sessions and a second that summarizes written comments submitted on comment cards.

Group A - Route 82 Between Trink Lane and Route 376 (the business district of the Hamlet)

- It was suggested that flags, banners, etc., could be used in the gateway treatment to make it simple and economical to implement.
- One attendee commented “yes, definitely” to the suggestion of crosswalks across driveways.
- There was support for sidewalks on the south side of Route 82.
- There is an existing problem with narrow sidewalks adjacent to stores. The store doors open towards the sidewalk when someone enters or exits the store.
- There was a question and discussion about the actual usage of the sidewalk on the north side of Route 82. One attendee commented that he never sees more than a few people walking in the Hamlet.
- There appeared to be support for reducing the number of driveways along Route 82. One participant suggested that the driveways be closed except for access at each end of the business area lots.
- Several attendees appeared to support the use of a roundabout. This was also reflected in written comments.
- A conflict was noted between pedestrians and vehicles traveling between the fronts and backs of the stores along Route 82. Consideration should be given to reducing the number of these connections (alleys).
- Discussion of a pedestrian place elicited the comment that a gazebo could also be included (A3.5).
- One attendee expressed his dislike of the idea of reverse frontage roads due to the traffic diversions that would occur onto Trink Lane and Candy Lane. This concern was also echoed on two separate written comment cards.
- It was commented that pedestrians and bicyclists should be separated from vehicular traffic, perhaps with a tree buffer.

Group B - Route 82/376 Intersections (including the area near the former Grand Union and Frankie’s Deli)

- Several attendees expressed support for a marked pedestrian crosswalk on Route 376 at Unity Street. It was commented that a crosswalk was needed even if there was no sidewalk. This suggestion was considered a priority in light of a recent bicycle crash and hospitalization of a youth. [Note: East Fishkill has made a formal request to NYSDOT for a crosswalk at this location]
- There was support for changes nearby Frankie’s. This is a high pedestrian traffic area and people walk through the area to the park. It was suggested that there is a need to see what could be done at the Community Center to facilitate these changes.
- Need to look at pedestrian circulation in the vicinity of Frankie’s and by the intersections of Route 82 and Route 376, taking into consideration the traffic signal timing and turning movements.
- Consider installing No Turn on Red signs at the western intersection of Routes 82 and 376 or re-timing the signal to include an “all red phase” as a short-term fix.
- Assemblyman Manning identified himself and stated he was also in attendance because he is a resident of the Hamlet. He commented that the Grand Union parking lot is a sea of asphalt that could be beautified and used to provide some pedestrian amenities near the center of the Hamlet. He suggested it could also serve as a “town center.”

- It was suggested that the St. Columba's driveway connect to the Unity Plaza road.
- The left turn movement from northbound Martin Road onto westbound Route 82 is difficult. This concern was also expressed during the Group D discussion.

Group C - Multiuse Paths (including unpaved and paved pathways)

- Assemblyman Manning commented on the representation of the Twin Creeks/Canon Property in Alternative Package C1. Twin Creeks should be on the south side of Fishkill Creek. He suggested that the Town may need to speak with property owners to determine the potential types of traffic generated from developed property (e.g., Cannon to Route 376). Also, there may be a need for more than a painted crosswalk, possibly a raised crosswalk, for the movement from these future developments to the recreation center.
- Potential usage of high granite curbs to help keep pedestrian and vehicular traffic separated, especially in the business and recreation areas, was noted. This suggestion has application for alternatives presented in several groups.
- It was suggested that the Fishkill Creek path be directly connected to Route 82 instead of Trink Lane.

Group D -Sidewalks and Shoulders Outside the Hamlet Area

- A concern was expressed if there would be only one sidewalk on the new bridge that will be built over the Beacon Line. It was also asked how far the sidewalk will be extended. There was concern that a blind spot exists in this area (D2).
- A question was asked as to how far onto private property sidewalks and bike paths would go. There are mailboxes and moving them may affect mail delivery. It was also expressed that utility poles may pose a problem.
- There was a suggestion to lower the bridge over the Beacon Line to improve sight distance.
- There was a question of how far the shoulders would extend on CR 9 (Beekman Road).
- One attendee asked what was the study area population. The concern was that the expense may be high for a small group. A discussion ensued where it was pointed out that development and population growth will change and increase needs.
- It was noted that a priority is to encourage visitors to the Hamlet to park their car and then walk to other attractions, when feasible. This would help establish more of a village center.
- There was a question about CR 31 (Palen Road) and the bridge over Fishkill Creek. It was noted that DC DPW plans to replace the bridge. A request has gone to the DC DPW to request a pedestrian walkway on the bridge. It was commented that 4-5 foot shoulders were also desirable in that location.
- Several issues were discussed regarding Martin Road.
 - S The left turn movement from northbound Martin Road onto westbound Route 82 is difficult because of the grade on Route 82 associated with the bridge. Signage was suggested.
 - S There was discussion about whether this road was ever intended to be limited to certain movements or emergency vehicles. Mr. Idema noted that this is a permanent curb cut.
 - S There is no place to walk on the bridge over the railroad tracks.
 - S Visibility for walking and driving is compromised by the vegetation in the area. Mr. Idema responded that the Town would look into possibly trimming vegetation to improve sight distance.

In addition, to the comments verbalized during the meeting, the following summary represents the written comments taken from the nine (9) cards submitted after the meeting. Comments are transcribed verbatim.

**June 28, 2001 Public Meeting
Comment Card Responses**

This chart represents the number of responses where attendees placed a check in the Support, Oppose or No Opinion columns. In some instances, only comments were written about an Alternative package or specific element of an Alternative package. These comments are presented on the next chart.

Alternative	Support	Oppose	No Opinion	No Response	Total Responses
Group A					
A1	4			5	9
A2	3	1	1	4	9
A3	3	1		5	9
A4	4	1		4	9
A5	2	1	1	5	9
A6	4			5	9
Group B					
B1	3	1		5	9
B2	3			6	9
B3	3	1		5	9
B4	2			7	9
Group C					
C1	3			6	9
C2	1	1		7	9
C3		2		7	9
Group D					
D1	1			8	9
D2	1			8	9
D3	1			8	9
D4	1		1	7	9

**June 28, 2001 Public Meeting
Verbatim Written Comment Card Responses**

Alternative	Comment
Group A	
A1	<ul style="list-style-type: none"> • Snow removal by Town absolutely necessary; • Incorporate stone walls in Hamlet and east of Hamlet for aesthetics and safety - road/buffer/stonewall/sidewalk/parking; • The major hazard when driving through the business section of the Hamlet is the flow of cars exiting at every curb cut. Solution: Eliminate curb cuts, allow exit only at either end and do it ASAP, not in 5 years; • Long overdue many areas where pedestrians are.
A2	<ul style="list-style-type: none"> • (Support) 2.9 ornamental street lights; • A2.2 opposed; • lights are expensive and have less impact I favor plain over decorative • A2.3 opposed.
A3	<ul style="list-style-type: none"> • (Package A3) Not aesthetically pleasing;
A4	<ul style="list-style-type: none"> • 4.1 6' grass buffer; • I don't want to pay for this work on my real estate taxes; • Any plan would improve things!
A5	<ul style="list-style-type: none"> • Inexpensive wonderful idea big impact flags; • ? 5-1 incorporating island reduce speed!
A6	<ul style="list-style-type: none"> • Best option - Should be target end point; • Best ideas including pedestrian gateway, reduce speed limit, full median.
Group B	
B1	<ul style="list-style-type: none"> • No north or south reverse frontage Rds, this will increase traffic on Trinka and Candy and Unity which is already reaching a Health and Safety; • Need sidewalks on both sides all the way up to Town Hall crosswalks It is very dangerous trying to cross 376!
B2	<ul style="list-style-type: none"> • Do <u>not</u> eliminate right turn@ 82 & 376 i.e B2.7; • Round about good idea; • 2.6 a light would be needed to make left turn from 376 to Unity; • Include landscape buffer around Grand Union parking lot on 376 & 82 sides; • (Support)But close off Trinka and Candy for thru traffic.
B3	<ul style="list-style-type: none"> • 7 & 8 excellent idea; • Community Center already congested after sports games & senior center hours, presently very difficult to make left turn out of community center.
B4	<ul style="list-style-type: none"> • Good idea;

	<ul style="list-style-type: none"> • Must be well lit; • Strongly favor St. Columba sidewalk.
Alternative	Comment
Group C	
C1	<ul style="list-style-type: none"> • Great idea - ideal for running; • Should be paved/multi-use path; • Don't bring path from Town Hall to Trinka Lane, it just means more people walking through Candy and Trink. • No cars please!
C2	
C3	<ul style="list-style-type: none"> • No need for; • Too close to gun club?
Group D	
D1	<ul style="list-style-type: none"> • Make shoulders flat so easier to run and walk on; • Route 82 east of Hamlet goes uphill, consideration must be given to grade levels of private property and road level. Use stone wall for aesthetics and to deter erosion; • Excellent idea, shoulders be expanded on State Road 376 and Rt 82 4 to 6 feet each side.
D2	<ul style="list-style-type: none"> • Badly needed;
D3	<ul style="list-style-type: none"> • Consider mail boxes and grade changes from road to property, also utility poles.
D4	

Other Written Comments Not Associated with Specific Alternatives

- Curb cuts need to be eliminated on 82 except for two lights at Trink and Union.
- Sidewalks will not work unless curb cuts are eliminated
- Roundabouts work. Check out how great they work in Ireland. 82 & Trink and 376 & 82 would be good spots.
- many asphalt curbs can easily be eroded by heavy traffic. What is the possibility of granite curbs 8" high to protect pedestrians in most critical areas.
- If object is to aid pedestrian use of Hamlet, any ideas for municipal parking? - instead of just parking by stores. Also, I applaud study for pedestrian usage, but real problem is traffic volume. Any plan that would ease flow & volume would help pedestrians. Entrances to many parking lots off store fronts off 82 are terrible! Any plans to repave, level entrances - repair pot holes - roadways in Hamlet are horrible!
- No comment at this time - a lot to think about.

Verbal Comments Made at the End of the Meeting as Attendees Were Exiting

- **One attendee said he liked the idea of crosswalks across the access ways.**
- **The question was asked if there was a possibility of extending sidewalks down Rt. 376.**
- **It was suggested that the path alongside the stores be covered walkways.**
- **It was commented that you need to get rid of traffic to make Hamlet pedestrian friendly.**

Summary of Hopewell Hamlet Pedestrian Plan Public Meeting November 1, 2001

The third Hopewell Hamlet Pedestrian Plan Public Meeting was held at East Fishkill Town Hall on November 1, 2001 from 7:00 PM through approximately 8:20 PM. This meeting presented the pedestrian plan for Hopewell Hamlet and its environs.

Poughkeepsie-Dutchess County Transportation Council (PDCTC) representatives present included Ms. Kealy Salomon and Mr. Eoin Wrafter. Mr. John Clarke represented Dutchess County Planning and Development. Mr. Peter Idema, Town Supervisor, Mr. Ed. Newhard, and Mr. Don Way represented the Town of East Fishkill. Mr. Richard Peters of New York State Department of Transportation, Region 8, Mr. Brad Barclay of the Dutchess County Department of Public Works and Mr. Bill Crossin, representing the Wappingers Central School District, attended the meeting. State Assemblyman Mr. Pat Manning, and Dutchess County Legislators Mary Swartz, Bob Horton, and Sandy Noel were present. Mr. Jerry Gluck and Mr. Christopher Hrones of Urbitran Associates and Mr. Robert Phelan of Dewkett Engineering, represented the consultant team. In addition to the above attendees, there were members of the general public who attended the meeting.

Mr. Idema opened the meeting by greeting attendees and introducing representatives from the Poughkeepsie-Dutchess County Transportation Council (PDCTC) including Ms. Kealy Salomon and Mr. Eoin Wrafter. Mr. Wrafter presented an overview of the study describing the steps that have been taken to date. He reviewed the public participation process that was used during the study to get the input and comments from stakeholders, residents, business owners, elected officials, etc.

Mr. Wrafter noted that the study focused on three areas: Route 82 between Trinka Lane and Route 376, Route 82 and Route 376 intersections, and connections between the Hamlet Center and other destinations. Improvement recommendations were developed for the short term, expected to take less than 1 year for implementation; medium term, 1 to 5 years; and long term, more than 5 years. He reviewed the study area by showing an aerial photo with circles representing one-quarter and one-half mile radii from the intersection of Route 82 and Unity Street. He noted that one-quarter mile is regarded as an acceptable distance for people to walk to complete everyday activities.

For each of the three areas – Route 82 - Trinka Lane to Route 376, Route 82 and Route 376 intersections, and connections between the Hamlet Center and other destinations – Mr. Wrafter presented aerial photos of the existing conditions and a future vision. His discussion of existing conditions noted the issues and deficiencies in each of the three areas. The vision for the Hamlet Center has a boulevard concept as its centerpiece. At Route 82 and Route 376, a second gateway to the Hamlet is envisioned, including landscaping and continuous sidewalks, at the western intersection. In the Town Hall area, referred to as the Southern Gateway, a town square concept with a civic green and a mix of commercial and public land uses was presented as the vision.

He then introduced Mr. Christopher Hrones who presented the recommended pedestrian improvement plan. Mr. Hrones indicated that the recommendations in the plan would be presented for each of the three areas and by implementation time frame (i.e. short, medium, or long term), using aerial photos and a textual list to show individual recommendations. He stated that the plan implementation would involve public agencies from the state, county, and town as well as area businesses. He noted there would be opportunities for public/private partnerships in the implementation of the pedestrian plan.

Mr. Hrones began presenting recommendations in the Route 82 -Trinka Lane to Route 376 area. Among the short term recommendations were ensuring timely and thorough snow removal on sidewalks and painting crosswalks across major access drives and alleys. Medium term recommendations included constructing a new sidewalk on the south side of Route 82 and creating pedestrian connections between roadside sidewalks and storefronts. Long term recommendations would result in the realization of the vision for this area, including the boulevard concept and the possibility of a roundabout at Trinka Lane and Route 82. Also presented were typical cross sections for all three stages of recommendations. Estimated costs for the Route 82 -Trinka Lane to Route 376 area were \$242,000 for short term, \$819,000 for medium term, and \$2,630,000 for long term recommendations, for a total of \$3,691,000.

Short term recommendations for the Route 82 and Route 376 Intersections area dealt with adjusting signal timing and reconstructing curb cuts to benefit pedestrians. One medium term recommendation was made, which was creating a second gateway/public space at the western intersection. It was recommended in the long term to paint a crosswalk on the west and south sides of the western intersection and consider eliminating the separate channelized right-turn lane there. Estimated costs for this area were \$13,000 for the short term, \$83,000 for the medium term, and \$37,00 for the long term recommendations, totaling \$133,000.

The “Creating Connections” section included numerous medium term recommendations and several long term ones. Medium term recommendations included several elements of an off-road multi-use trail network, sidewalk extensions from the Hamlet Center to areas just outside of it, and the implementation of 4'-6' paved shoulders on major roads in the study area. Some long term recommendations were a sidewalk extension to Charlotte Grove Mobile Home park on Palen Road and a paved path in a Metro-North right of way parallel to Route 376. Typical sections shown included a multi-use path and several approaches for implementing shoulders and/or sidewalks outside of the Hamlet Center. Estimated costs for “Creating Connections” were \$2,295,000 for the medium term and \$958,000 for the long term recommendations, for a total of \$3,253,000.

Estimated costs for the entire pedestrian plan, including all three areas, were \$255,000 for the short term, \$3,197,000 for the medium term, and \$3,625,000 for the long term recommendations. The cost for all three phases was \$7,077,000.

After the presentation, the meeting attendees offered the following comments/questions:

- ***What determines which of the presented plans the Town will pursue?***
S Mr. Hrones indicated that the recommended improvements are all part of the pedestrian plan and, ideally, would all be done. However, limited resources are always an issue. Ms. Salomon of PDCTC noted that some of the recommended improvements could be implemented as an opportunity presents itself, such as a new bridge could incorporate a sidewalk.
- ***How do you estimate total usage of the pedestrian connections included in the plan?***
S Mr. Hrones responded that the improvements for pedestrians were developed to connect activities, such as businesses and residential areas, where there is a need for these facilities.
- ***There was a comment and related discussion about reverse frontage roads and a Route 82 bypass road that are part of the Town’s master plan.***
S Mr. Idema noted that, with the bypass road, traffic not destined for the Hamlet will not have to travel through the Hamlet. He stated the pedestrian plan sets the stage for the future and its implementation is contingent on a number of things happening. For example,

he cited the construction of the sewer as an opportunity to bury utilities in that area. He also noted there are a number of improvements that are already in the process of being implemented.

- ***There was a concern that some traffic would divert to Palen Road by Charlotte Grove trailer park.***

S Mr. Idema responded that, in general, the traffic volume is down since 1993, but noted that some action may be needed.

- ***Where will schools be built to support all the homes that are expected to be built in the area?***

S Mr. Idema responded that the discussions with developers include the possibility of them providing property to the school district. He also noted that the housing for senior citizens would not generate any demand and that some of the homes may be occupied by empty nesters.

- ***How will provision of sidewalks affect mail delivery to those homes that have their mailboxes next to Route 82 or Route 376?***

S Mr. Idema indicated that the US Postal Service would need to be contacted about delivering mail to the door.

- ***When could we expect crosswalks on Route 82?***

S Mr. Idema responded that it may be as early as the spring of 2002. He will be meeting with NYSDOT to discuss painting the crosswalks.

- ***When can the traffic signal at Unity Plaza be operational?***

S Mr. Idema indicated that he also will be discussing this with NYSDOT. He noted that a food store may be open before spring and, if so, the traffic signal would be operational.

- ***Most will agree with the plan, but how will it be funded?***

S Ms. Salomon replied that there will be opportunities to include some of these improvements when other work is done. In addition, some of the facilities are on private property and the improvements can be incorporated into the site development. There are also funds earmarked for transportation enhancements that could be sought once the pedestrian plan is adopted.

- ***Are there funds available for projects benefitting senior citizens that may be obtainable for implementation of the pedestrian plan?***

S Ms. Salomon indicated that may be a potential source. Mr. Idema indicated the plan's implementation will need to be a partnership involving various players in both the public and private sectors.

Mr. Idema closed the meeting by summarizing the next steps. The recommendations presented this evening will be documented in a project report. The Town of East Fishkill will be conducting a meeting regarding the sewers to see if some improvements could be incorporated into that work. The Town will also be meeting with NYSDOT to discuss the timeframe for implementing the improvements.

APPENDIX B
STAKEHOLDER MEETING SUMMARIES

Summary
Hopewell Hamlet Stakeholder Meeting
January 4, 2001

Two stakeholder meetings were held to present and discuss the Hopewell Hamlet Pedestrian Study. A morning meeting was held at Hopewell Hamlet Town Hall and an afternoon meeting was held at the St. Columba Rectory. The following is a summary of each session.

10:00 AM Stakeholder Meeting

Mr. Eoin Wrafter, Poughkeepsie-Dutchess
County Transportation Council
Mr. Paul Cassillo, Dutchess County Department
of Public Works
Mr. Peter Idema III, Town of East Fishkill

Mr. Ed Newhard, Town of East Fishkill
Mr. Ernie Schneider, Metro-North Railroad
Mr. Jerry Gluck, Urbitran Associates
Mr. Christopher Hrones, Urbitran Associates
Ms. Deborah Buckley, Urbitran Associates

Mr. Wrafter opened each meeting with an overview of the study and study purpose. Using a map of the study area, Mr. Hrones offered the meeting participants an opportunity to mark locations and areas on the map where walking connections are desired, as well as to vocalize walking issues. He commented that a public meeting would also be held January 23 to gather further comments about pedestrian needs and concerns.

To guide the meeting process and elicit comments about a number of issues, Ms. Buckley suggested that participants think of current and future pedestrian use and mobility in the Hamlet. The character of the Hamlet, in terms of a walkable community, as well as connections to destinations were also suggested for consideration.

Mr. Idema mentioned that Grand Union is definitely closing and it was heard that a Stop & Shop might take its place. A&P is still scheduled to open in Unity Plaza and foundations are expected to be in the ground by spring.

Mr. Newhard commented, while looking at the map, that the Charlotte Grove Trailer Park needs to be included in the study area. There are 67 units on CR 31 (Palen Road). Twenty percent of the residents do not have cars. These residents walk or bike from CR 31 (Palen Road) to shop in Hopewell Hamlet. There are no sidewalks.

Crooked Oaks, a 95-unit senior citizen complex in proximity of the Hopewell Recreation Area, is in the planning stages with a three-year completion date. As part of the pedestrian plan, consideration needs to

be given to connecting the recreational park to Crooked Oaks via a footbridge. Creekside Road will be the main entrance to Crooked Oaks. Also in the area are 45 houses on Traci Lane. Twenty-seven additional units are approved.

Mr. Idema commented that any signal work done on Route 82 or Route 376 should require a pedestrian phase. The signal that is being implemented at Unity Plaza currently has no pedestrian phase, but that deficiency is being corrected. Crosswalks are needed to overcome the major barriers. Mr. Idema stated he wanted more than crosswalks. He requested that over/under passes be considered. A cattle crossing may exist in the area between Unity Plaza and the Church/School property and may serve as the foundation for an underpass. It was suggested that the consultants speak with Steve Farrao (221-3205) to obtain more information about the cattle crossing.

Further discussion emphasized the need to connect the population centers with the downtown and community centers. In addition to the residents on CR 31 (Palen Road), pedestrian access is needed for the 400 unit residential development planned for Deer Run/Milford Farm. The Twin Creeks residential development will provide another 250 housing units requiring pedestrian amenities.

The recreational facility has several walking paths. Paved trails on the existing roads with lighting are planned. Unpaved paths will also be established for jogging and cross-country skiing. Sidewalks and lighting are needed on Route 376, and Twin Creeks and Deer Run developments. The developers are being asked to install these amenities as part of their permit agreements. An important issue is whether connections between the new developments and the Hamlet will be along roads or off-road pathways.

Several participants expressed an interest in having ornamental lighting on both sides of the highway in Hopewell Hamlet. Further discussion indicated that there is interest, where possible, to place utilities underground. It was requested that typical sections be presented that show possible approaches. The utilities, it was suggested, could also be placed in the rear of buildings. A utility corridor requires six feet between the sidewalk and the road. Mr. Newhard expressed his preference that the utilities not be placed along the road and sidewalk. Mr. Cassillo stated that the utilities might work with the Hamlet in placing the utility poles through a ~~A~~reverse betterment agreement[@]. He also mentioned that utilities could be placed under a median strip.

There are areas that will pose more difficulties. At Route 82 and Whortlekill Creek, for instance, there is a culvert where sidewalk placements may be interrupted. Mr. Idema asked that improvement areas be defined in the study. Retaining walls may be needed in other areas and a sidewalk might have to be cantilevered on the Route 376 bridge at Fishkill Creek. In two or three years, the State should be straightening out Route 376 where it now forms two right angles just north of its intersection with Route 82.

Critical areas must be identified in the plan. For instance, if the Route 82 bridge over the Beacon Line is rebuilt, sidewalks should be considered as well as widening the shoulder (5-6 ft) widths. Several critical

areas were highlighted on the map using a yellow marker. The critical areas will be prioritized for implementation phases. St. Columba Church has agreed to put interior sidewalks within their property.

Sewage treatment plants will be built in the study area. Currently three are planned (Deer Run, Unity Plaza, and Twin Creeks) but only one may be necessary. The Town is investigating this potential making capital contributions to the project.

When asked about the destination point for the Mid-County Rail Trail everyone agreed it needs to come into the Hamlet center. It was mentioned that the developers of Deer Run should be asked to make connections to the Mid-County Rail Trail. Trails are also an important component of the pedestrian plan. The stakeholder group expressed interest in having a trail along Fishkill Creek.

Also important to the Hamlet is a bypass road that has been proposed in the Town's Comprehensive Plan. The bypass road, which incorporates Fishkill Road, would remove through traffic from Route 82. The origination location, on the western side of Fishkill Road, would intersect with CR 31 (Palen Road) and Route 82 creating a four-way intersection. The eastern terminus would intersect Route 82 northeast of the MTA/Metro-North Beacon Line and align with CR 9 (Beekman Road). Once Certificates of Occupancy have been issued for Unity Plaza a reevaluation of the traffic circulation will be done.

Speaking about the character of the Hamlet, the stakeholders expressed interest in tree landscaping. A center lane on Route 82 could also be converted to a landscaped median. It was suggested that the consultant check with NYSDOT regarding the Route 82 right-of-way (Rich Peters or Don Poshay).

Benches and flowers were suggested along sidewalks and in front of buildings. Mr. Cassillo talked about a community that had a façade improvement program. The Town of East Fishkill has an architectural review board that could provide input. The existing buildings may not lend themselves to façade improvements and front landscaping may be considered. Mr. Newhard stated he preferred to see trees located behind the sidewalks. A theme would unite the area. This can be presented at the public meeting. Items to consider are lighting and granite curbing. Typical sections illustrating possible concepts were requested.

Safety concerns were discussed and the idea of consolidating driveways was well received. It was suggested that parking be moved to the back of the storefronts.

A potential connection between the Mid-County Rail Trail and Red Wing Park was discussed and it was mentioned that an unused right-of-way might exist between the two. Information will be provided to Supervisor Idema and the consultants.

The Town currently removes snow from the sidewalks. The Town expressed interest in learning how other communities handle snow removal and examples of ordinances.

1:00 PM Stakeholder Meeting

Mr. Eoin Wrafter, PDCTC

Mr. William Crosson, Wappingers School District

Mr. Don McGrath, East Fishkill Recreation

Monsignor Dominick Lagonegro, St. Columba
Church & School

Mr. Jerry Gluck, Urbitran Associates

Mr. Christopher Hrones, Urbitran Associates

Ms. Deborah Buckley, Urbitran Associates

After opening comments and introductions, Mr. McGrath, East Fishkill Recreation, amplified what was discussed in the morning session regarding the recreational areas. He emphasized the importance of the park for the residents and the youth population growth. He said that needs are constantly evolving, presenting several examples. A walking area through the park will be created in the active areas, largely by paving existing trails. The path will be eight (8) feet wide. The path will be divided so that both walking and biking can occur. There are nature trails planned for passive recreation utilizing wood chips to delineate the trails.

Mr. McGrath stated that it is envisioned that park users will walk or bike from existing and emerging neighborhoods. Similar to the morning stakeholder group he identified CR 31 (Palen Road) and CR 9 (Beekman Road) residents as target areas for improved pedestrian facilities. The importance of pedestrian connections from the Lake Walton residential area to the Hamlet was mentioned. This could possibly be accomplished through off-road trails. Discussing the bike trail use, it was pointed out that an easement is needed along the creek where Athena Estates exists. Mr. McGrath mentioned, as a concern, children having no safe way to ride their bicycles into town.

He also expressed the need for pedestrian friendly amenities to create a true community center. The center benefits the community by defining a sense of identity. The public spaces will accommodate everyone regardless of age. Mr. McGrath reiterated the statements about significant population growth and development projects that were discussed during the morning stakeholder meeting. A copy of a map showing planned recreational trails will be provided to the consultants.

Mr. Crosson, representing the Wappingers School District, cited demographics regarding school population, growth, and recreational needs. Monsignor Lagonegro agreed with Mr. Crosson on the growing number of school age children and mentioned that there were many families with three, four, or five children. Mr. Crosson said that Gayhead School has 1,100 students. At one time, the School District considered having children within one half-mile walk to school, but had not implemented this policy because of safety concerns. He stated that congestion along CR 31 (Palen Road), the traffic speed, and limited sight distances at the end of Fishkill Road create an unsafe walking environment. The community drives to where they need to go because walking is not supported. All agreed that recreational walking needs include safety concerns. Mr. Crosson said he believed 35 mph was too high of a speed limit for the center area,

as people tend to go about 10 mph faster than what was posted. County Route 11 was planned at one time but never constructed. A proposed road from Twin Creeks to County Route 11 exists on the Twin Creeks site plan and includes an existing right of way. This road has been proposed to provide access to the recreational areas and should be reflected on the study map. The road would connect Flower Hill and Binny Road.

Centralizing responsibility will assist in the maintenance of the pedestrian network. It was suggested that the Town accept full responsibility for landscaping care in front of buildings and along sidewalk areas to maintain uniformity and a central theme, including signage. Costs could be paid for through an Improvement District Tax.

Mr. McGrath mentioned the idea of getting 20 acres of the Deer Run property with frontage on Route 376 as a donation from its developers. The Town could use five acres of this land for a new school and 15 acres for a park.

APPENDIX C
COMPARISON OF ALTERNATIVE OPTIONS WITH OBJECTIVES

**HOPEWELL HAMLET PEDESTRIAN PLAN
COMPARISON OF ALTERNATIVES OPTIONS WITH OBJECTIVES
ROUTE 82 BETWEEN TRINKA LANE AND ROUTE 376**

		Goals					
		Increase Pedestrian Safety		Improve Pedestrian Access and Mobility		Improve Aesthetic Quality	
		Objectives					
Implementation Phase	Improvement Option Description	Additional pedestrian facilities	Measures that lessen impact of vehicular traffic	Connections from existing ped attractions to Hamlet center	Connections from future developments to Hamlet Center	Ped Facilities that enhance aesthetic quality	Ped amenities that enhance aesthetic quality
Short Term	Paint crosswalks across major access drives, with pedestrian warning signs for vehicles entering the area (north side).	●	●				
Short Term	Create pedestrian connections between sidewalk adjacent to street and setback storefronts through the combined use of curbing and paint (north side)	●	●				
Short Term	Ensure that pedestrian signal is included with new Unity Street traffic light.	●	●				
Short Term	Implement small island where 3-lane section on Route 82 begins just west or just east of Trinka Lane. Could include landscaping and signage.		○				●
Short Term	Implement an overhead arch design element just west of Trinka Lane.		○				●
Short Term	Ensure timely and thorough snow removal on sidewalks.		○				
Medium Term	Implement 6 foot grass buffer and plant trees between sidewalk and travel lane by shifting sidewalk back(north side).	●	○			●	
Medium Term	Create a pedestrian connection between storefront sidewalks and roadside sidewalks to the east and west of it (north side).	●	●	○			
Medium Term	Paint crosswalks across major access drives and install signage instructing drivers to yield to crossing pedestrians (south side).	●	●				
Medium Term	Create pedestrian connections between sidewalk adjacent to street and setback storefronts through the combined use of curbing and paint (south side).	●	●				
Medium Term	Create a pedestrian connection between storefront sidewalks and roadside sidewalks to the east and west of it (south side).	●	●	○			
Medium Term	Implement new bituminous uncurbed sidewalk within the NYSDOT right-of-way but set back from Route 82 travel lane behind existing utilities(south side).	●	○				
Medium Term	Implement pedestrian-scale ornamental street lights along Route 82 from Unity Street to Church Street.						●
Medium Term	Provide unified landscaping alongside Route 82 between Trinka Lane and Unity Street.						●
Medium Term	Work with business owners in Hamlet Center to introduce landscaping within parking lots.						●

Short Term is <1 year, Medium Term is 1-5 years, Long Term is >5 years.

● Fully Meets Goal
○ Partially Meets Goal

**HOPEWELL HAMLET PEDESTRIAN PLAN
COMPARISON OF ALTERNATIVES OPTIONS WITH OBJECTIVES
ROUTE 82 BETWEEN TRINKA LANE AND ROUTE 376**

		Goals					
		Increase Pedestrian Safety		Improve Pedestrian Access and Mobility		Improve Aesthetic Quality	
		Objectives					
Implementation Phase	Improvement Option Description	Additional pedestrian facilities	Measures that lessen impact of vehicular traffic	Connections from existing ped attractions to Hamlet center	Connections from future developments to Hamlet Center	Ped Facilities that enhance aesthetic quality	Ped amenities that enhance aesthetic quality
Medium Term	Work with store owners to create a continuous and ADA-compliant sidewalk in front of stores with pedestrian amenities such as benches, trash receptacles, planters, etc. (north side).	●					○
Medium Term	Work with store owners to create a continuous and ADA-compliant sidewalk in front of stores with pedestrian amenities such as benches, trash receptacles, planters, etc. (south side).	●					○
Medium Term	Create a “pedestrian gateway” in land between Bank of New York and Unity Plaza access road. This could help direct pedestrians to the proposed storefront sidewalk network and could also be a small public space that would include a number of pedestrian amenities. A bus stop with shelter could also be included .						●
Long Term	Create a median island somewhere between Trinka Lane and Unity Street. Island could be landscaped. Would limit left turns in some areas but could have dedicated left turn lanes on either end.	○	●			○	
Long Term	Implement mid-block crosswalk incorporating island (or median). Crosswalks could be offset by lane to force pedestrians to look to their right. Crosswalks should be aligned with walkways through parking lots to connect to storefronts.	●	●				
Long Term	Install advance signage and signage at the crosswalk to alert drivers to the presence of pedestrians.		●				
Long Term	Consider textured, raised, or zebra striped crosswalk at mid-block.		●				
Long Term	Explore possibilities for consolidating access drives on Route 82 between Trinka Lane and Unity Plaza.		●				
Long Term	Eliminate barriers to internal automobile access between commercial properties on the north and south side of Route 82.		○				
Long Term	Explore possibilities for creating direct access to commercial properties via Unity Plaza access road.		○				
Long Term	Change lane width on Route 82 from Trinka Lane to Unity Street to accommodate more travel modes. Reduce travel lanes to 11 feet, eliminate middle turn lane and install 4 foot median, and paint 5 foot bike lanes in each direction.		●				
Long Term	Reduce posted speed limits on state routes in Hamlet Center from 35 mph to 30 mph.		●				
Long Term	Replace current parking arrangement with a two way service road and angled parking on either side (north side).		○				
Long Term	Replace current parking arrangement with a two way service road and angled parking on either side (south side).		○				
Long Term	Install wide landscaped median between Trinka Lane and Unity Street to create “boulevard”. Would negate all left automobile turns and thus require alternative access (e.g. reverse frontage road).		●				●
Long Term	Bury utilities or shift them behind the buildings (south side).						●

Short Term is <1 year, Medium Term is 1-5 years, Long Term is >5 years.

● Fully Meets Goal
○ Partially Meets Goal

**HOPEWELL HAMLET PEDESTRIAN PLAN
COMPARISON OF ALTERNATIVES OPTIONS WITH OBJECTIVES
ROUTE 82 AND ROUTE 376 INTERSECTIONS**

		Goals					
		Increase Pedestrian Safety		Improve Pedestrian Access and Mobility		Improve Aesthetic Quality	
		Objectives					
Implementation Phase	Improvement Option Description	Additional pedestrian facilities	Measures that lessen impact of vehicular traffic	Connections from existing ped attractions to Hamlet center	Connections from future developments to Hamlet Center	Ped Facilities that enhance aesthetic quality	Ped amenities that enhance aesthetic quality
Short Term	Reconstruct corner curb cuts to provide two separate ramps directly aligned with crosswalks.	○					
Short Term	At western intersection, extend red cycle for cars turning right from Route 376 to Route 82, allowing pedestrians to cross without conflicting automobile movements.		●				
Short Term	Paint crosswalk and install pedestrian signal across Route 82 on west and south sides of western intersection. This would require a safe crossing of the unsignalized right turn lane from Route 82 westbound to Route 376 southbound.	●	●				
Medium Term	Route traffic via Unity Street to minimize right turns from Route 82 westbound onto Route 376 southbound (A traffic study would be needed to determine feasibility).		●				
Medium Term	To minimize left turns from Route 376 northbound to Route 82 eastbound, route eastbound vehicles to the signalized intersection at Unity Street and Route 82,using a new left turn bay on Route 376 to access Unity Street. (A traffic study would be needed to determine feasibility).		●				
Long Term	Eliminate free flow right turn lane from Route 82 to Route 376 (long term).		●				

Short Term is <1 year, Medium Term is 1-5 years, Long Term is >5 years.

● Fully Meets Goal
○ Partially Meets Goal

**HOPEWELL HAMLET PEDESTRIAN PLAN
COMPARISON OF ALTERNATIVES OPTIONS WITH OBJECTIVES
CREATING CONNECTIONS**

		Goals					
		Increase Pedestrian Safety		Improve Pedestrian Access and Mobility		Improve Aesthetic Quality	
		Objectives					
Implementation Phase	Improvement Option Description	Additional pedestrian facilities	Measures that lessen impact of vehicular traffic	Connections from existing ped attractions to Hamlet center	Connections from future developments to Hamlet Center	Ped Facilities that enhance aesthetic quality	Ped amenities that enhance aesthetic quality
Medium Term	Rebuild sidewalk on east side of Route 376 from Route 82 to Hopewell Recreation area, adding landscaping and narrowing curb cuts.	●	○	●	○	●	
Medium Term	Create crosswalk on Rt. 376 near CVS with appropriate advanced signage, etc	●	●	●	○		
Medium Term	Implement sidewalk on east side of Route 376 from Route 82 to CVS.	●	○	○	○		
Medium Term	Construct sidewalks, one side only, on Trinka Lane and Candy Lane.	●	○	○			
Medium Term	Work with property owners to create continuous sidewalk adjacent to commercial storefronts in Grand Union Plaza from Route 82 to Route 376.	●		●	○		
Medium Term	Construct a sidewalk on one side of Unity Street.	●	○	○	○		
Medium Term	Implement crosswalk at Mid-County Rail Trail entrance to allow users to cross Route 376 and access proposed sidewalk, with signage on either side of the rail trail corridor alerting motorists to the presence of pedestrians and bicycles.	●	●				
Medium Term	Extend curbed sidewalk on east side of Route 376 from Route 82 intersection to Mid-County Rail Trail corridor.	●	○		●		
Medium Term	Improve and extend sidewalk on west side of Route 376 from Route 82 to St. Columba's access road, with crosswalk to the other side of the road.	●	○		○		
Medium Term	Construct sidewalk adjacent to St. Columba's Route 376 access drive, allowing pedestrian access to the site from the north and an alternative pedestrian route to the Hamlet Center.	●	○		○		
Medium Term	Construct sidewalk on west side of Route 376 along an existing easement behind buildings.	●	○		○		
Medium Term	Construct sidewalks on Railroad Avenue and paved path to create connection to the terminus of the Mid-County Rail Trail.	●	○		○		
Medium Term	Extend sidewalk east along Route 82 from current terminus to Beacon Line bridge on both sides of the road.	●	○	○			
Medium Term	Construct sidewalks, both sides, on the access drive to the Community Center off of Route 82.	●	○	○			
Medium Term	Construct one-way road from Church St. to Community Center Drive to provide alternative access to Route 82. Left turns from Church St. onto Route 82 could at the same time be prohibited.		●				
Medium Term	Create short bituminous path using railroad right-of-way parallel to Route 376 from just north of Beacon Line Corridor to Railroad Avenue.	●	○		○		

*S=Short term (<1 year), M=Medium term (1-5 years), L=Long term (>5 years)

● Fully Meets Goal

○ Partially Meets Goal

HOPEWELL HAMLET PEDESTRIAN PLAN
COMPARISON OF ALTERNATIVES OPTIONS WITH OBJECTIVES
CREATING CONNECTIONS

		Goals					
		Increase Pedestrian Safety	Improve Pedestrian Access and Mobility	Improve Aesthetic Quality			
		Objectives					
Implementation Phase	Improvement Option Description	Additional pedestrian facilities	Measures that lessen impact of vehicular traffic	Connections from existing ped attractions to Hamlet center	Connections from future developments to Hamlet Center	Ped Facilities that enhance aesthetic quality	Ped amenities that enhance aesthetic quality
Medium Term	Work with developers to create an unpaved path paralleling Fishkill Creek between Cannon Property and Twin Creeks developments and Trinka Lane.	●		●	●		
Medium Term	Work with developers to create a paved path from Crooked Oaks development to Hopewell Recreation Area, incorporating a bridge over Fishkill Creek.	●		●	●		
Medium Term	Create an unpaved connection between the Hopewell Recreation Area and Route 82 via the Community Center.	●		●	●		
Medium Term	Create unpaved path along Fishkill Creek east of Route 376.	●		●	●		
Medium Term	Work with developer to implement multi-use paved path connection between Hamlet Center and Mid-County Rail Trail via Unity Plaza and proposed Deer Run development.	●		○	●		
Medium Term	Create multi-use path connections between residential neighborhoods in the Lake Walton area and the Mid-County Rail Trail.	●		○			
Medium Term	Utilizing an existing corridor, create connections between Mid-County Rail Trail and Red Wing Park.	●		●			
Medium Term	Implement 4'-6' shoulders on both sides of CR 31 (Palen Road) from Route 82 to Route 52 as recommended in PDCTC regional plan.	○	○	●			
Medium Term	Implement 4'-6' shoulders on both sides of Route 82 just west of CR 31 (Palen Road).	○	○	●			
Medium Term	Implement 4'-6' shoulders on both sides of Route 82 east of the Hamlet Center.	○	○	○			
Medium Term	Implement 4'-6' shoulders on both sides of Route 376 south of Route 82.	○	○	●	●		
Medium Term	Widen shoulders to 4'-6' where feasible on Route 376 north of Route 82.	○	○	●	●		
Medium Term	Implement 4'-6' shoulders on CR 9 (Beekman Road).	○	○	○			
Medium Term	Implement bicycle parking at key community facilities such as library, town hall, community center, parks, and schools.						
Medium Term	Work with business owners to implement bicycle parking at major commercial destinations.						
Medium Term	Implement 4'-6' foot shoulders, both sides, and 6' sidewalks, one side, on bridge over Beacon Line when it is reconstructed in 2005.	●	○	○			
Medium Term	Construct sidewalk on west side of Route 376 from Recreation Area to Town Hall.	●	○	●	●		
Medium Term	Construct sidewalk from Town Hall to Entry Road along west side of Route 376.	●	○	●	●		
Medium Term	Create crosswalks from pedestrian generators on east side of Route 376 to sidewalk on west side with appropriate advanced signage.	●	●	●	●		
Long Term	Construct sidewalk from Trinka Lane to Charlotte Grove Mobile Home Park on CR 31 (Palen Road) on south side of Route 82 and west side of CR 31 (Palen Road).	●	○	●			
Long Term	Construct sidewalk from on one side of Route 82 from CR 31 (Palen Road) to Route 28.	●	○	○			

*S=Short term (<1 year), M=Medium term (1-5 years), L=Long term (>5 years)

● Fully Meets Goal
○ Partially Meets Goal

APPENDIX D
SAMPLE PEDESTRIAN ORDINANCE

**TOWN OF EAST FISHKILL
HOPEWELL HAMLET PEDESTRIAN PLAN**

**SAMPLE SPECIFICATION AND MAINTENANCE SECTIONS OF SIDEWALK
ORDINANCE**

STANDARDS

- A. All sidewalks or portions thereof hereafter constructed or repaired shall comply with the following specifications:
1. All sidewalks shall be constructed to grade established by existing adjoining walks or, in the absence of the foregoing, by the Town Engineer.
 2. All sidewalks shall be at least five feet (5') in width or in conformance with the Hopewell Hamlet Pedestrian Plan. Wider walks to a maximum of eight feet (8') may be required by the Building Department, in commercial or industrial areas or multiple family areas, due to anticipated traffic and the development of the area.
 3. Sidewalks shall be constructed of Portland Cement concrete.
 - a. Concrete sidewalks shall be a minimum of four (4) inches thick and with a strength of 3000 psi and with air entrainment of six percent (6%) by volume. Where vehicular traffic is anticipated to cross an area of the sidewalk the thickness shall be increased to a minimum of six (6) inches thick. Concrete sidewalks shall be reinforced with 6x6x2.9x2.9 welded wire fabric placed mid-depth in the sidewalk and shall be poured in one (1) course, vibrated, properly screened, finished to true grade and cured with a broom finish.
 - b. Paving joints shall be perpendicular to sidelines at intervals consistent with adjoining or abutting sidewalks and not greater than the sidewalk width. One inch premolded bituminous expansion joints shall be placed through the walk at least every 20 to 25 feet, and where new work abuts driveways, pavement, curbs or any other rigid structures. Expansion joints shall extend six (6) inches deep and the entire width of the concrete sections.
 - c. The surface shall be roughened with a mechanic's brush or broom or other equipment to prevent smooth and slippery surfaces. The edges of the sidewalk control joints and expansion joints shall be tooled to a smooth finish not less than two (2) inches in width. Exposed edges of the sidewalk shall be rounded with an edger to a radius of one-fourth (1/4) inch.
 - d. Wheel-Chair Access Ramps must be constructed at any point a proposed sidewalk intersects a street with the exception of walks leading from the street to the door of a residence. Access ramps must be constructed with a maximum 1" wide expansion material between the street and ramp flush with the finish grade.
 - i. Grade: Care shall be taken to ensure a uniform grade meeting ADA requirements on the ramp, free of sags and short grades. Access ramps shall be built to grades no greater than 1 ft. of fall per 12 feet in length.
 - ii. Surface Finish: Surface texture of the ramp shall be obtained by coarse brooming, perpendicular to the slope of the ramp.
 - iii. A tactile area is also required to warn mission-impaired personnel that a curb is approaching (see ADA Guidelines).

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- iv. Curb and Gutter: The normal gutter line shall be maintained through the area of the ramp. Curb cuts for ramps shall be located as shown on street plans or as approved by the Town Engineer.
 - e. All sidewalks shall be constructed on a base of NYSDOT approved gravel or crushed stone of at least six (6) inches in depth. Where vehicular traffic is anticipated to cross an area of the sidewalk the thickness shall be increased to a minimum of nine (9) inches thick.
 - f. Sidewalks shall be constructed with a transverse slope of one-fourth (1/4) inch per foot towards the traveled way, except that the slope may be away from the traveled way if the runoff will not affect adjacent properties. The longitudinal slope shall not exceed ten percent (10%).
- B. All Multi-Use Trails or portions thereof hereafter constructed or repaired shall comply with the Following Specifications:
 - 1. All Multi-Use Trails shall be constructed to grade established by existing adjoining walks or, in the absence of the foregoing, by the Town Engineer.
 - 2. All Multi-Use Trails shall be at least ten (10) feet in width or in conformance with the Hopewell Hamlet Pedestrian Plan.
 - 3. Multi-Use Trails shall be constructed of Portland Cement concrete, asphalt concrete or other materials as approved by the Town Board and consistent with the Hopewell Hamlet Pedestrian Plan.
 - a. Multi-Use Trails constructed of asphalt concrete shall be constructed of a minimum of two inches (2") of NYSDOT Type 7 Top Course asphalt concrete.
 - b. All Multi-Use Trails shall be constructed on a base of approved gravel or crushed stone of at least six (6) inches in depth.
 - c. Multi-Use trails constructed of Portland Cement concrete shall meet the requirements established above for sidewalks.
 - d. Unpaved Multi-Use Trails shall be constructed of a minimum of six inches (6") of approved compacted gravel or crushed stone. The surface may be topped with natural material such as wood chips or natural soils. Soft surfaces such as sand and gravel which may present hazards to wheeled devices, such as wheelchairs, strollers and road bicycles, should not be used.
 - g. Multi-Use Trails shall be constructed with a transverse slope of one-fourth (1/4) inch per foot, care shall be taken so that the runoff will not affect adjacent properties. The longitudinal slope shall not exceed ten percent (10%).
- C. The Town Board may construct, repair or maintain; or may order the construction, repair and maintenance of sidewalks for the health, safety and general welfare of the residents of the Town after notifying the involved property owners of the time and place of and conducting a hearing on such order. No work shall be commenced until approved by either the Dutchess

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County Department of Public Works or the New York State Department of Transportation having jurisdiction over the right of way within which the sidewalk is located.

- D. The cost of replacement or repair of a sidewalk to be charged against a property owner shall be based upon actual cost or engineer's estimates, less such subsidy or credit as the Town Board may allow.
- E. The Town Board, in its discretion, may also, after replacing or repairing a sidewalk, authorize collection of the costs of such replacement or repair by civil process, counterclaim, or such other means as may be proper for the collection of debts by legal process.

MAINTENANCE

A. Responsibility for Maintenance:

- 1. It shall be the duty and obligation of all owners and occupants of real property abutting upon sidewalks in the Town, at their own cost and expense, to maintain and keep the sidewalks bordering their property level and free of depressions, excavations, elevations, inconsistencies, obstacles, obstructions or encroachments, natural or artificial, above or below ground level, or which overlap, impinge upon, or appropriate any part of the sidewalk area or the space eight (8) feet above it.
- 2. Any damage done to a sidewalk by the Town or a Town hired contractor shall be repaired by the Town or contractor.
- 3. Any damage done to a sidewalk by a franchised utility shall be repaired by the franchised utility.

B. Provisions for Adequate Maintenance:

- 1. Inspection and Notification: When the Town determines that any section of sidewalk requires repairs or maintenance, a letter describing the necessary repairs will be sent to the adjacent property owner. The letter shall be given:
 - a. Personally to the owner in writing; or
 - b. By regular or certified mail to the owner's post office address;or
 - c. If the letter cannot be delivered by personal service or by regular or certified mail, by publication in the official newspaper at least twice within ten (10) consecutive days.
- 2. Time of Response: The property owner shall have 30 days from receipt of the letter described above to make the necessary repairs. If weather conditions or other extenuating circumstances dictate, this 30 day period may be extended by the Highway Superintendent, provided that the property owner has contacted the Highway Department with a plan for repairs prior to the expiration of the 30 days.

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3. Failure to Repair:
 - a. Town Action: Any repairs that are not performed by the property owner, and which are determined to be hazardous to pedestrians or other users of the sidewalk, may be performed by the Town or a Town hired contractor. After completion of repairs, the Town shall send the adjacent property owner a notice which shall include:
 - i. identification of the property;
 - ii. a description of the violation;
 - iii. a statement that the Town made the necessary repairs;
 - iv. a statement of the Town's charges and expenses in making the repairs;
 - v. an explanation of the property owner's right to request a hearing within 10 (ten) days from receipt of the notice; and
 - vi. a statement that if the owner fails or refuses to pay the expenses within thirty (30) days from receipt of the notice, the Supervisor his designee shall obtain a lien against the property by filing with the county clerk a notice of lien and statement of expenses incurred.
4. Notice to Property Owner: The notice shall be given in the manner as provided in above section.
5. Request for Hearing: The property owner may, within ten (10) days from receipt of the above notice, file a written request for a hearing before the Town council in order to contest the amount or validity of such costs. Upon receipt of a timely request, a hearing will be scheduled before the Town council. At the hearing, the Town council shall determine whether the charges are reasonable and were properly assessed.
 - a. Filing of Lien: If no hearing is requested, or if a hearing is held and the charges are determined to be valid, and the property owner fails or refuses to pay such charges within thirty (30) days from receipt of the notice to pay, the Town council may assess the costs incurred against the adjacent property, whereupon the mayor shall file a notice of lien and statement with the county clerk of the costs incurred for the repair of the sidewalk and the Town shall have a privileged lien on the property second only to tax liens and liens for street improvements. The notice of lien shall state the name of the owner if known, and the legal description of the property. Said privileged lien shall bear interest at the rate of ten percent (10%) per annum from the date the work was performed or payment therefor was made by the Town.
 - b. Cost Recovery: For any such costs and interest as aforesaid suit may be instituted and foreclosure had in the name of the Town. Any statement so filed or a certified copy thereof, shall be prima facie proof of the amounts expended for any such work and repairs.